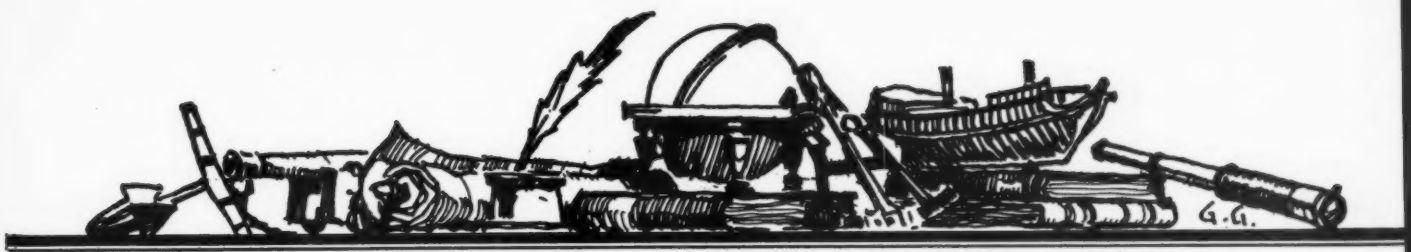

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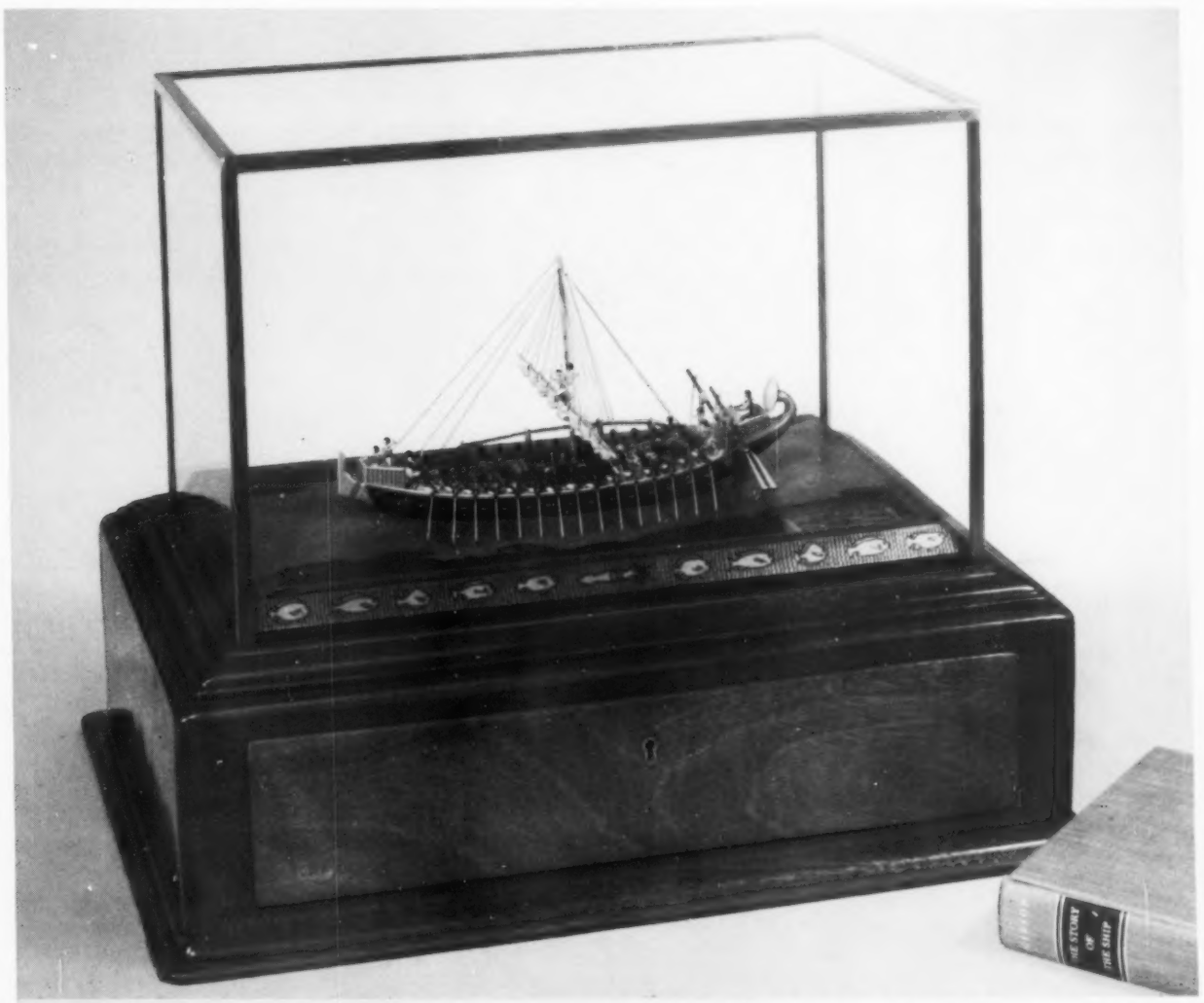

Egyptian Galley *circa 1493 B.C. by A.G.Law, 1953*

THE EGYPTIAN GALLEY of 1493 B.C.
A "Punt" Ship
by A. G. Law

The "Expedition to the Land of Punt" consisted of five sailing galleys each of which measured some 60 feet in length. The five vessels were under the command of an admiral and were dispatched by Queen Hatshepsut in the 8th year of the reign of Thut-Mose III.

The purpose of the expedition was to gather and bring back to Egypt living myrrh trees for replanting in the garden of the state god, AMUN. Modern authorities believe that the "Land of Punt" was situated somewhere along the shores of the Red Sea about where Somaliland now appears on our present day maps. To reach this destination the five little ships would have to travel northward on the Nile from Thebes to a point where modern Suez is now situated, then cross over by way of a canal to the Red Sea; then southward to the " Land of Punt."

All five of the ships returned safely to Thebes the following year. In addition to the myrrh seedlings, they also brought back gold, electrum, ivory, ebony, aromatic woods, cosmetics, panther skins, live apes, dogs, and some natives of Punt.

The "Punt" ships, all five represented several times, appear in the painted limestone reliefs of the upper south colonnade of Hatshepsut's temple at Deir el Bahri in Western Thebes.

The photographic illustration of my miniature "Punt" ship on the preceeding page is pictured with the book, (usually housed in the cabinet drawer) lying outside and alongside of the cabinet for the purpose of giving the viewer an indication of the comparative sizes of the several parts. The actual dimensions of the miniature are as follows. The vessel measures 7-3/4 inches overall length and 4 inches from the waterline to the mast tip. The map measures 11½ inches across the front and is 6½ inches wide. The extreme width of the cabinet base across the front is 14 inches.

The little vessel is shown proceeding up the Nile, after a year's absence, homeward bound from the long voyage to the "Land of Punt." On the deck are the myrrh seedlings in clay pots, the ebony logs, two piles of elephant tusks, bundles of leopard, lion, and panther skins, a live leopard in a wicker cage, and many packages and bales of materials which the Queen's artists and workmen will fashion into fine art objects for the temple. There are 38 sculptured human figures shown aboard the little ship. Each of these figures are but 5/8ths of an inch in height. Thirty are Nubian slaves manning the oars while the rest are the Egyptian crew and officers and the admiral sits in the stern directing the progress of the fleet.

The map is a decorative watercolor drawing in Egyptian motif of that period. The cabinet base is in natural finish mahogany with satin finished brass trim around the glass dust case. The drawer is handsomely lined in Royal Purple Velvet and is a housing for the volume which you see lying alongside of the cabinet. Charles E. Gibson is the author of this book which is titled, "The Story of the Ship". It is a complete history of man's effort to conquer the sea during these past 35 centuries. Published by Henry Schuman, Inc., New York, 1948.

Work on this miniature "Punt" ship was started early in 1951 as a kind of stopgap project while waiting for details of Mississippi River boats. It was completed May 29th, 1953. Unfortunately, the size of the illustration and the mechanical process for its reproduction on the printed page does not lend itself very well to the showing of the vast amount of fine detail and workmanship on map, ship, and the tiny sculptured figures. You will have to take my word for it, they really ARE all there, -- and a lot of fun I had doing them, too.

LOG LINES AND TRAVERSE BOARDS - "A KNOTTY PROBLEM"

By Herbert R. Spencer

> "They hale in the logge or piece of wood again, and looke how many fadome the shippe hath gone in that time." (1574)

The practice of heaving the log is at least four centuries old. The distance run, computed in miles, was almost the first tool of the early navigators and was used long before anyone knew how many miles there are in a degree, or even knew how long a mile was. Voyaging was rarely venturesome. A navigator preferred to follow a familiar track and when his horsesense and his log line told him that he was getting somewhere, he sat and waited until he knew.

An early description of this method of estimating the distance run was written in 1644 by Sir Henry Manwayring in "The Sea-Man's Dictionary". He says:

> "Logg-line. Some call this a Minut-line; it is a small line with a little piece of a board at the end, with a little lead to it, to keep it edg-long in the water; the use of it is that by judging how many "faddome" this runs out in a minut to give a judgment how many leagues the ship will run in a watch; for if in a minut there run out 14 faddom of the line, then they conclude that the ship doth run a mile in an houre for 60 being multiplied by 14 make just as many places (fathoms) as are in a mile. So accordingly, as in a minut there runs out more or less, they doe by judgment allow for the ship's way; but this is a way of no certainty, unless the wind and seas, and the course would continue all one; beside the error of turning the glasse, and stopping the line both at an instant, so that it is rather to be esteemed as a trick for a conclusion, than any solid way to ground upon; the manner of doing it is, one stands by with the minut-glasse, whilst another out of the gallery lets fall the logg, just as the logg falls into the water the other turns the glasse, and just when the glasse was even out, he cries stop, then he stops, and reckons how many faddom are run out, so gives he judgment."

However, some people may have considered such a system as lacking in accuracy. Captain John Smith, sometime Govenour of Virginia and Admiral of New England, made this caustic comment.

> "Some use the Log-line and a minute glass to know what way she makes, but that is so uncertain it is not worth the labour to try it."

But Nathaniel Colson, who in 1697 wrote "The Mariners New Kalendar", not only improved but almost standardized the relation between the log line and the minute glass. He said that for a half minute glass one mile is equal to 51 feet of log line, which is very close to the truth. Further, he is willing to compute fractions of a mile: "Nor for that which is veered out more above the just measure of a knot, you may allow for every 5 feet the tenth part of a Mile almost." This became the standard practice a century later, when a fathom was a fraction of a mile. And then he adds a pearl of wisdom which every Navigator knows:

> "Every man desires to have his Reckoning Something before his ship, that he fall not with a place unexpected."

Joseph Gilmore, Mathematician, in his book, "Improvement of Navigation", 1722 computed a "Sea Mile" equals 6120 English feet, which is 51 feet per knot on the log line, "but most ships use 42 feet as if a mile were 5000 feet because the reckoning should run before the Ship."

This sound reasoning is repeated by William Emerson '1764) in his learned treatise entitled "Navigation or the Art of Sailing upon the Sea";

> "The use of the log and the log-line is to measure the ship's way, or her distance run, by help of a half minute glass....In strictness each knot should be about 50 feet; but it is better to be only 45 or 46, and this agrees best with experience, for

the log will drag a little after the ship, and make the measured distance less than it is; and it is better the reckoning be ahead of the ship, than the ship a-head of the reckoning."

This leads us to the abstruse and learned "Epitome of the Art of Navigation" written in 1766 by James Atkinson, the learned and abstruse teacher of mathematics in Dublin. He states that there are ten fathoms of five feet each, in one knot of the log line; and he quotes other mathematicians as authority: "Mr. Oughtred says that a degree is $66\frac{1}{4}$ miles and therefore one knot is 48-7/12 feet for a thirty-second glass. However, Mr. Norwood says every 51 feet, or perhaps every 50 feet to allow a little slippage." And then he says:

> "I shall rather adhere to the way of dividing the log line that is commonly received by most Mariners, that of 42 feet or 7 fathom to one Knot. I shall recommend 42 feet, or 7 fathom, to one Knot and the glasses are commonly made but 27 seconds." (This is the same as $46\frac{1}{3}$ feet for 30 seconds.)

Atkinson in 1776 understood the variables but today, in the twentieth century we take for granted the standards of measurement, and no-one gives a thought to them; but before the nineteenth century no one knew definitely how many miles were in a degree of latitude, nor how long a mile was, nor how long a space of time was one second. For this last, he recommends this method of measurement; "Tie a small weight such as a musket shot upon a string which is exactly $38\frac{1}{2}$ inches long; let it swing freely, and each swing will consume exactly one second." Parenthetically we suggest that the man--probably an ancient Greek mathematician--who computed the precise relation between a string $38\frac{1}{2}$ inches long and the circumference of the earth's path around the sun deserves the title Genius.

The "Dutchman's Log", used by all Dutch ships, was scorned and ridiculed by the true British seaman. Captain William Bligh, after his famous voyage in an open ship's boat to the island of Timor, sailed from there to Batavia in the British schooner "Resource", and from there returned to England on the Dutch packet "Vlydt". During the latter voyage, merely as a passenger and to amuse his mind, he kept a daily log (not hourly) of winds, courses, latitude and longitude; on the first page under the heading "Remarks" he says:

> "They have no Log, as such they say is not allowed by the Company. Their manner of computing distance is thus - They have a distance of 40 feet measured along the Ship side from aft forward, and laying over at the after part they take notice of the first remarkable patch of froth that is opposite to the other extremity of the measured distance - they then count the half seconds untill the mark of froth is abreast of them, with which number they divide 48 and it gives them the Dutch Miles the Ship runs in 4 hours, or the English Miles in an hour - Example suppose they count 6 - the sixes in 48 is 8 times which is 8 English Miles and hour, but I cannot learn from what principal it is founded on."
>
> "If we followed a similar plan of looking at the Sea we should mark a distance on the Ships side of 50 feet and count seconds, then 50 divided by the number counted would give the distance the Ship runs per Hour; but happily we have adopted a Log and Line which is the most exact at measuring distances at Sea for general use and by it the greatest error in Long Voyages is not more than 3 Degrees, while we know the Dutch to be frequently out 10 Degrees."

John Hamilton Moore in 1799 wrote "The New Practical Navigator" in which he says:

> "Mr. Norwood....length of a knot ought to be 51 feet - But some experienced commanders, to avoid danger, divide the log line into knots of 7 or $7\frac{1}{2}$ fathoms of six feet each, to correspond to a glass that runs 28 seconds."

By the beginning of the nineteenth century the use of the log line was well established and the principles were understood; the sand glass should be half a minute, or less, the knots in the line should be about 51 feet apart, and "the reckoning should run before the ship." Voyages were becoming venturesome and accuracy was needed. It was time that the knot should be divided into fractions. These last references infer that a fathom and a fraction are the same. The question is: how many fractions were there, between the knots of the log line?

We shall quote several authorities:

> Encyclopedia Brittanica, 1882: "The line is marked in knots and half knots only; the intermediate fractions are estimated."
>
> Encyclopedia Brittanica, 1889: "British Navy uses 47'3" with 28 second sand glass. British Merchant Ships use 50'7" with 30 second glass. Distance is measured in 'knots and fathoms'."
>
> Encyclopedia Brittanica, 1941: "The distances between the knots...were placed 47'3" apart. The end of the first interval was marked with a piece of leather, the second by a cord with two knots, the third with three knots, and so on. Half way between each length was a cord with one knot."

Felix Riesenberg, 1922: "The line is marked at every 47'3". These main divisions, called knots, are further subdivided into five equal parts by pieces of white bunting betwee strands, to indicate two-tenths of a knot."

International Maritime Dictionary, 1947: (DeKerchove) "The line is divided into parts of 47'3", called knots. Each knot is subdivided into fifths and marked with a white rag."

Carl C. Cutler, Curator Emeritus of Mystic Seaport: "I have your inquiry about log lines and I probably can't help you very much beyond what I learned through helping heave the log a few hundred times."

"It is quite correct to say there was a marker for half knots on the typical log line on American sailing ships. This was just a plain bit or rag or cord - no knots in it.

"Theoretically, American sailing ships and I believe, British, divided the knot into 8 divisions, but in practice they figured in quarter knots, when fractions were involved. I never say or heard of a line divided into 7 divisions."

"I never saw a line with any intermediate markers except the half mark. The use of more would seem to me to be unnecessary. Any intelligent mate could estimate the rate near enough for all practical purposes without a lot of extra rags on the line. However, I suppose a "Squarehead" needed all the guidance he could get."

"Many early American logbooks show the quarter knots. Later ones usually give only half knots."

"My observation includes log books going back into the 1730's and from that time on to recent years. In the earliest logs I do not find that anything but half knots were recorded. Later I have noted the frequent recording of quarter knots, but I do not recall seeing any other fractions recorded in old sailing ship's logs. I have seen nothing in those logs which gave me the impression that the writer endeavored to refer to fathoms rathe than fractions."

"Any practice such as dividing knots into fifths, sevenths, etc., I would believe to be strictly European in origin. I have never seen any indications of any such practice in American sailing ship logs. As to reference in encyclopedias, I would expect their definitions to be complicated by modern steamship practice, where very small fractions of knots were important."

Carl V. Solver, Master Mariner of Copenhagen: "Regarding log lines in North European ships, particularly Scandinavian ships, they were divided into 7 fathoms parts. There was never any subdivision on the line, say 7, but the remaining part of a knot was measured by the mate on the log line by the best scale handy: his both arms (one fathom). Thus the speed of the ship was entered into the log book not as 6.5 but as 6 knots and 3 fathoms (approximately). This, of course, does not apply to ships of a later date, say after 1850, when the decimal system was universally used for this purpose also."

Captain "Walrus" Hansen, of Copenhagen: "Seven fathoms to a knot, alwa-ys, and I literally measured my way all over the Arctic with my two arms."

The Traverse Board was always near the wheel, with its little ivory-walrus ivory-pegs to record the course and the speed as shown by the ship log. Captain John Smith, said:

> "Upon the Bittacle is also the Travas which is a little round board full of holes upon Lines like the Compass, upon which by the removing of a little stick they keep an account, how many Glasses (which are but half-hours) they steer upon every point."

> Sir Henry Manwayring (1644) described it felicitously thus: "Travers-board is a board which they keep in the steeridge, having the thirty two points of the Compasse marked in it, with little holes in every point, like a Noddy-boord, that is for him at the helme to keep (as it were) a skore, how many glasses they have gone upon the Compasse and to strike a pin on that point; this is to save the Master a labour, who cannot with so much curiositie watch every wind and course so exactly as he at the helme, especially when we goe by a wind, and the wind veeres and hulls."

The Traverse Board is still in use, probably, as it is a simple and ingenious means of recording the course. The compass rose has the 32 points, and a circle of 32 small holes, one for each point. Around this is another circle of 32 holes, and then another; eight concentric circles in all, one for each half hour of the watch. Every half hour the helmsman inserted a peg in the hole which marks the course he has steered. At the end of the watch the mate would take the board and adjust the pins as nearly as possible into a straight line, moving first one to the right, then one to the left the same distance, then another and another each the same distances; when they were as near to a straight line as they could come, moving like checkers one space at a time, then the mate merely read off the average course for that watch and entered it in the log book.

The chip log was hove once each hour or four times during a watch. Below this compass rose were four rows of holes in a straight line, marked from one knot up to ten, or even more for a very fast ship, to record by a peg the hourly reading from the chip log. Below or beside these were other holes which marked the fractions of a knot. How many fractions were there in one knot?

In a museum at Turku (Abo) Finland is a traverse board which records 1/4, 1/2, and 3/4. There is a second board there, much older, which has whole knots only.

> A log book kept by Captain Bligh in 1789 on a voyage from Coupang to Batavia has columns K (knots) and F (fathoms), and apparently 8 fathoms equals one knot.

> One in a Portuguese museum shows eight divisions in a knot.

Mr. W. M. Williamson of the Marine Museum of the City of New York: "The knot is subdivided into five equal parts each marked by a piece of white bunting."

A traverse board of recent origin, made in Denmark, divides the knot into seven parts.

And Captain Solver, who heaved chip logs all over the world, says, "Into seven parts, I know it."

Probably sailors are like pretty girls; they all have different ways. But they seem to agree on two things: "The Reckoning should run before the ship", and "So doe they by judgment allow for the Ship's way."

Note: Because of the poor reproduction of the numbered pins on the rail on the port side abaft the mizzen mast, we give you herewith the numbers in rotation as they should have appeared on this plan. Outside numbers 137, 145, 149, 153, 157, 161, 165, 185, 187. Inside numbers 143, 147, 151, 155, 139, 163, 167, 169, 181. Around the stern the numbers should read from port to starboard 175, 177, 179, 183, 184, 180, 178, 176.

BELAYING PIN-PLAN of the SEA WITCH

We are grateful to James W. Harbin, Jr. for the belays of the SEA WITCH and the very fine form in which it is presented. The photostat was too long to publish in the Journal without a great reduction in size. Mr. Harbin, by dividing it, maintained a fairly readable size of the numerals and has also presented the "Key" to the pins in a manner for easy study. The rigging of your model may not have completely followed the pin-plan of the SEA WITCH but all ships whether models or real follow certain fundamentals in running and standing rigging. When this base plan is used, it works down to a logical arrangement which makes order out of what could have been chaos. Most of the small differences, if any, in your scale model of any ship from this base plan are too small to be shown properly.

Members can work out a pin-plan for all square-rigged vessels from this base plan of the SEA WITCH. A study of the key will easily show what lines and pins to eliminate in the rigging of a bark, barkentine or brig or brigantine. There were usually spare pins for emergencies. One sail you will need which is not shown is the gaff topsail of the bark which will follow later. And we will illustrate later, the positions of the deck blocks which lead the fore and main braces to their pins, including the bumpkins and the sheets of the spanker.

The SEA WITCH pin plan is signed by W-A-W-May 14, 1932--We do not know the name of the draftsman, but we are grateful, whoever he is.

GUILD SHIP PLAN REGISTRY

Mehrel Shank-Registrar
3504 - 35th Street
Nitro, West Virginia

No matter how professional or how amateur the modeler, or how well equipped his work shop, the one indespensible item, the basis of his work, is the ship model plan. These plans as every modeler knows are very hard to locate. Most modelers have spent far too much time and money on plans that are not complete or satisfactory. Therefore, I, with the aid of the Guild, will start a plan registry of good plans, along the same line as the Guild Ship Model Registry. The benefits would be many, not only to modelers but to those who collect ship plans. Through the registry, we can share our findings with the rest of the Guild, for many of us know about a few good plans of which other members are not aware. Let the Plan Registry be the clearing house for information. The better known plans such as Model Shipways, A. J. Fisher, and Harold A. Underhill, I have now registered. Many of our members have a collection - of photostats or take-offs - and these should be registered Plans such as the SEA GULL plans or those drawn by Winthrop Pratt, Jr. and Willis L. Nye are the types about which we need information. A special effort will be made to establish a registry of the ships of the spritsail-topmast era. So if you know about a plan that you believe to be good, either domestic or foreign, register it. Try to include the name, scale, who drew the plan, where it can be obtained, and something about the plan itself. Also advise if photostat,photo ,of either the ship or her model may be purchased. Send the information to me. We will soon be of great service to our many members

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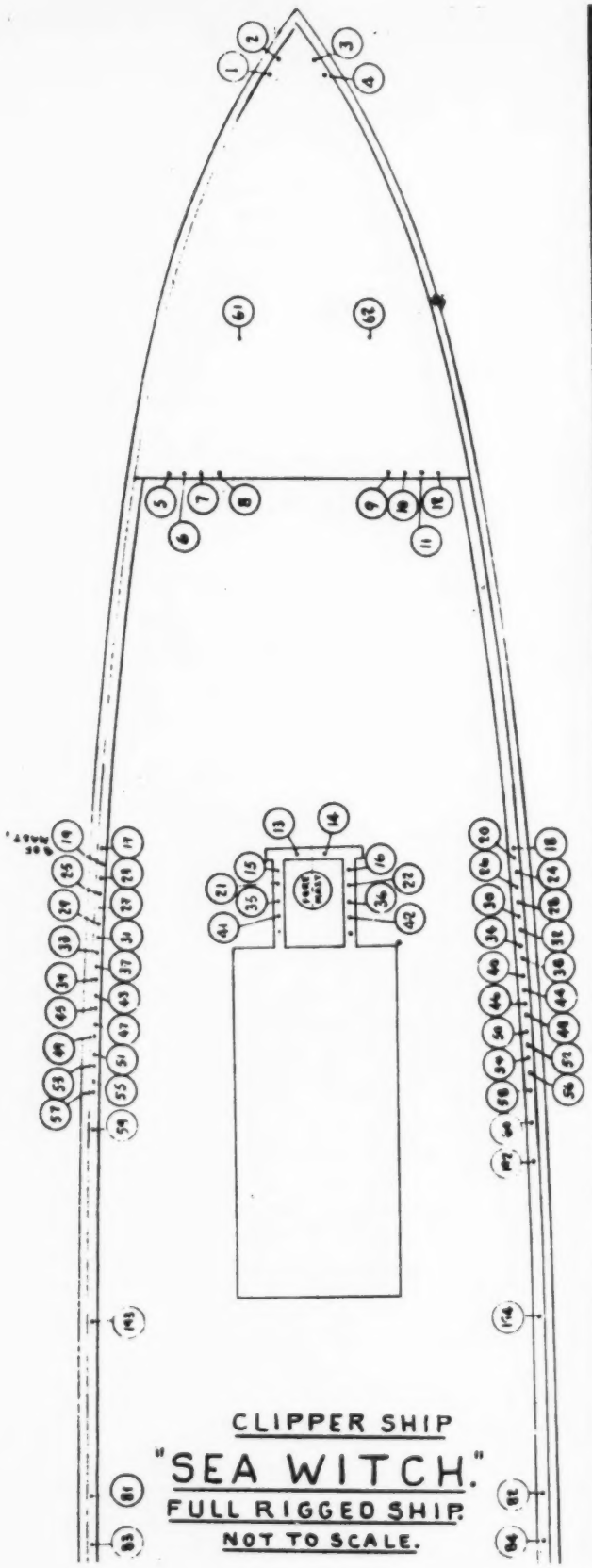
"Whalers Ahoy!!"

There will be another issue devoted to whaling. This must be a Guild effort of all members. Please write the Secretary giving your ideas and suggestions and state the material you are prepared to furnish, also unusual pictures or prints (no reprints). With our many members who are interested in this subject of nautical research, we should have a very good number which will be of interest to all hands.



CLIPPER SHIP

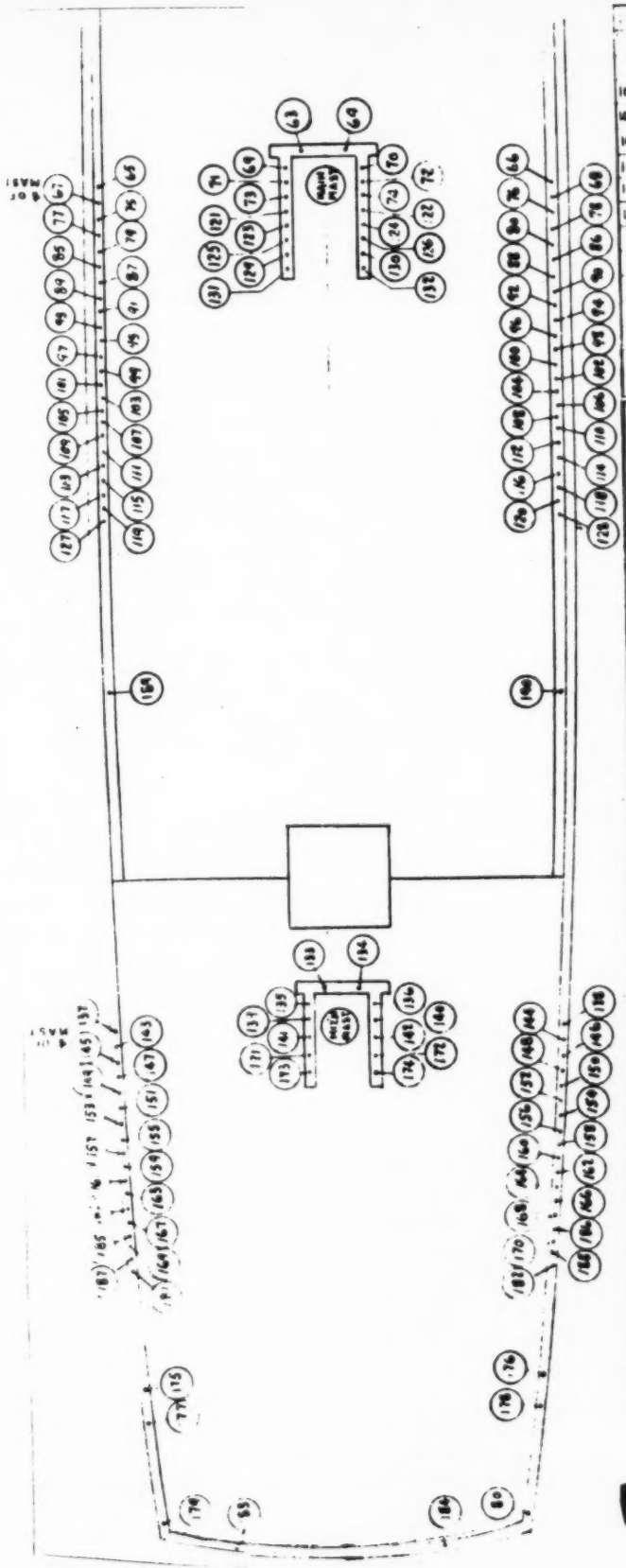
"SEA WITCH."

FULL RIGGED SHIP

NOT TO SCALE.

BELAYING PIN PLAN

No.	NAME.
1	FLYING JIB DOWNHAUL
2	INNER " "
3	FORE TOPMAST STAYSAIL DOWNHAUL.
4	OUTER JIB DOWN HAUL.
5-12	FLYING JIB SHEETS.
6-11	OUTER " "
7-10	INNER " "
8-9	FORE TOPMAST STAYSAIL SHEETS.
13-14	FORE TOPSAIL SHEETS.
15-16	FORE YARD LIFTS.
17	FLYING JIB HALYARD.
18	OUTER " "
19	INNER " "
20	FORE TOPMAST STAYSAIL HALYARDS.
21-22	FORE CLEW GARNETS.
23-24	FORE COURSE REEF TACKES.
25-26	" " INNER BUNTLINES.
27-28	" " OUTER "
29-30	" " LEACH LINES.
31-32	FORE TOPSAIL REEF TACKLES.
33-34	" " BUNTLINES.
35-36	" TOPGALLANT SHEETS.
37-38	" TOPSAIL CLEW LINES.
39-40	" TOPGALLANT SAIL CLEW LINES
41	MAIN TOPMAST STAYSAIL DOWNHAUL.
42	MAIN TOPGALLANT STAYSAIL DOWNHAUL.
43-44	FORE TOPGALLANT BUNTLINES.
45-46	FORE ROYAL SHEETS.
47-48	" " CLEWLINES.
49-50	" " BUNTLINES.
51-52	FORE SKYSAIL SHEETS.
53-54	" " CLEWLINES.
55	" TOPSAIL HALYARD.
56	" TOPGALLANT HALYARD.
57	" ROYAL "
58	" SKYSAIL "
59-60	" SHEETS.
61-62	" COURSE TACKS.
63-64	MAIN TOPSAIL SHEETS.
65	MAIN TOPGANT STAYSAIL HALYARD.
66	MAIN TOPMAST " "
67	" ROYAL " "
68	SPARE.
69-70	MAIN YARD LIFTS.
71-72	" CLEW GARNETS.
73-74	MAIN TOPSAIL SHEETS.
75-76	FORE TOPGALANT YARD BRACES.
77-78	" ROYAL " "
79-80	" SKYSAIL YARD "
81-82	" YARD "
83-84	" TOPSAIL YARD "
85-86	MAIN COURSE REEF TACKLES.
87-88	" " INNER BUNTLINES.
89-90	" " OUTER " "
91-92	" " LEECHLINES.
93-94	" TOPSAIL REEF TACKLES.
95-96	" " BUNTLINES.
97-98	" TOPGALLANT SAIL SHEETS.
99-100	" TOPSAIL CLEW LINES.
101-102	" TOPGALLANT BUNTLINES.



NO.	NAME
103	MIZZEN TOPGALLANT STAYSAIL DOWNHAUL
104	" TOPMAST " "
105-106	MAIN ROYAL SHEETS.
107-108	" " CLEWLINES.
109-110	" " BUNTLINES.
111-112	" SKYSAIL SHEETS.
113-114	" " CLEWLINES.
115-116	" " BUNTLINES.
117	" TOPGALLANT SAIL HALYARD.
118	" TOPSAIL "
119	" SKYSAIL "
120	" ROYAL "
121	MIZZEN-TOPGALLANT STAYSAIL DOWNHAUL
122	" TOPMAST " "
123-124	" TOPSAIL YARD BRACES.
125-126	CROSS JACK BRACES.
127-128	MIZZEN TOPGALLANT YARD BRACES.
129-130	" ROYAL " "
131-132	" SKYSAIL " "
133-134	" TOPSAIL SHEETS.
135-136	CROSS JACK LIFTS.
137	MIZZEN STAYSAIL HALYARDS.
138	MIZZEN TOPMAST STAYSAIL HALYARDS
139	SPARE.
140	"
141-142	MIZZEN TOPGALLANT SHEETS.
143-144	MAIN " YARD BRACES.
145-146	" ROYAL " "
147-148	" SKYSAIL " "
149-150	MIZZEN TOPSAIL REEF TACKLES.
151-152	MIZZEN TOPSAIL CLEWLINES.
153-154	" " BUNTLINES.
155-156	" TOPGALLANT SHEETS.
157-158	" " CLEWLINES.
159-160	" " " BUNTLINES.
161-162	" ROYAL SHEETS.
163-164	" " CLEWLINES.
165-166	" " BUNTLINES.
167-168	" SKYSAIL SHEETS.
169-170	" " CLEWLINES.
171	SPANKER THROAT HALYARDS.
172	" PEAK " "
173-174	" QUARTER LIFTS.
175-176	MAIN YARD BRACES.
177-178	" TOPSAIL YARD BRACES.
179-180	SPANKER SHEETS.
181-182	" VANGS.
183-184	" RING TAIL GUYS.
185	MIZZEN TOPSAIL HALYARD.
186	" TOPGALLANT SAIL HALYARD.
187	" ROYAL "
188	" SKYSAIL "
189-190	MAIN COURSE SHEETS.
191-192	" " TACKS.
193-194	FORE " SHEETS.

DRAWN BY W—A—W 14 MAY-32

NAUTICAL RESEARCH GUILD ★

SEPT. 1953

THE SAILING SHIPS OF NEW ENGLAND
A Review by Charles F. H. Menges

The Sailing Ships of New England, 1607-1907, by John Robinson and George Francis Dow. Large 8 vo., 256 pp., 320 illustrations. J. William Eckenrode, Court Place, Westminster, Md., 1853. $12.50.

During the decade of its active existence, the Marine Research Society of Salem published an excellent series of books on various aspects of the commercial marine. Unfortunately the editions were small and the policy of the Society opposed to reprinting, so most of these books are long out of print and, except for the few which appear occasionally on dealer's lists, unavailable to the average personal library.

It is pleasing to note therefor that some of these books are now being republished. A few years ago W. W. Norton & Co. issued a new edition of George Wasson's "Sailing Days on the Penobscot", unfortunately without Lincoln Colcord's very useful Penosbscot River-built vessels included in the original edition. Now John Eckenrode has republished the fine firs series of Robinson and Dow's "Sailing Ships of New England" and plans to follow with Series II and III.

This present publication follows the original format with no ommissions. The only changes that have been made are on the plus side -- a much handsomer binding than the original utilitarian cover and larger reproductions of some of the illustrations.

It contains 430 pages, the first 65 of which are illustrated textual matter including a discussion, based on contemporary accounts, of the earlier vessels built in New England. D. J. Lawlor's hull lines of the Sparrowhawk, a general survey of rigs and types, a sectior on early Navigational instruments, and a list, with brief biographies, of painters of ship portraits.

But the volume is essentially a picture book and it is for its pictures that it is most valuable. The bulk of the book is made up of some 312 drawings, paintings, and photographs of New England-built vessels, many with very accurate detail, extending over a considerable period and a wide range of types and rigs. It makes a most useful book for both researcher and model builder as it shows, not only variations in rig, but variations within rig and within construction periods.

It is hoped that its acceptance will be such that Mr. Eckenrode will be encouraged to republish not only the 2nd and 3rd volumes of this series (which combined make up a collection of 769 ship pictures--not only the largest but by far the most comprehensive and most valuable collection ever assembled) but also others of the Marine Society publications.

"Sailing Drifters" - by Edgar J. Marsh, M.S.N.R.
Published by Percival Marshall & Co., Ltd., London
382 pages-13 chapters-191 photos-Glossary-76 sketches by author-27 scale drawings
Reviewed by Arthur M. Rudd, N.R.G.

A great deal has been written concerning deep water vessels of the days of sail, whereas, the small work boats of the era are apt to be overlooked. Mr. Marsh has helped to correct this deficit in choosing small coastal sailing vessels used in herring fisheries off the coast of England and Scotland as his subject. Mr. Marsh's love for these forgotten ones is apparent by his enthusiasm shown throughout the book. He leaves nothing to the imagination but starts right out with detailed information that must represent an immense amount of research. He takes the reader on a voyage back to the time when great fleets of these picturesque boats put out to sea with their hardy crews to glean the silver harvest beneath the waves.

The model builder will find the plans of luggers, dandys, zulus and fifies complete with lines, general arrangements and sail plans. Descriptions in the test cover each detail
(continued on page 143)

NAUTICAL RESEARCH GUILD
Dedicated to the Lore of Sail
SECRETARY'S MONTHLY LETTER
THE SECRETARY'S MONTHLY LETTER WAS ESTABLISHED IN 1940

THE NAUTICAL RESEARCH JOURNAL is published monthly by the members of the Nautical Research Guild. Membership dues, including the Journal, are $5.00 a year. New members will receive the numbers which have previously been issued in the current volume and the numbers for the remainder of the year.

Dues are payable in January of each year and are in force until the written resignation of a member.

The opinions and assertions in the Journal are the private ones of the writers.

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James W. Harbin, Jr., Ass't. Secretary, 4110 Beall St., Landover Hills, Maryland

THE FIRST FIVE MASTED SCHOONER
from Victor C. West

In the February issue 1953 of the Journal, Mr. Hornsby had an article - "Some Nautical Firsts". He listed the GOVERNOR AMES as the first 5 masted schooner. I have always thought that the LOUIS built here at North Bend was the first. I wrote to National Archives and after a long delay, I received the following:

The LOUIS, C.O.N.140949, Temporary Enrollment No. 4 issued at Coos Bay, Ore., August 11, 1888.

The GOVERNOR AMES O.N. 86022, Temporary Enrollment No. 9, issued at Waldoboro, Maine, on November 27, 1888."

They are close but it looks like the LOUIS was first. I have found that a lot of people disregarded her because she was laid down as a steamer and rigged temporarily as a 5 masted schooner for the voyage to San Francisco to have her engines installed. She sailed so well down the coast, A.M. Simpson, her owner, never had the machinery installed and the LOUIS remained a 5 masted schooner the rest of her career. Mr. Simpson was partial towards sail and his associates were against having engines put in her, saying that she was too large to pay as a steamer and it didn't take much to have Mr. Simpson keep her as a schooner.

Group Meetings of the Nautical Research Guild

The San Francisco Group will meet at the San Francisco Maritime Museum on the last Friday of September at 8 P.M.

The Southern California Group will meet at the home of Harry D. Hamilton, 15004 East Granada, (E.) Whittier on the last Sunday of September at 2P.M.

The membership is steadily increasing in these areas. Those who attend these group meetings have enjoyed them immensely and it is urged that all those within easy distance come and meet the others. Bring your ship models, plans, and new books and your new gadgets and tools.

Query No. 147 "Mad Jack Percival" from Wilson Heflin, U.S.Naval Academy, Annapolis, Md. I notice that the Guild has several members from Dorchester, home of Captain John("Mad Jack") Percival. They might be able to answer a question I'm working on. According to "Dictionary of American Biography" Captain John Percival on a cruise around the world in the CONSTITUTION (1844-1846) became ill, had a stout coffin made for him, which he kept in his cabin. Surviving the voyage, he took the coffin home and made a watering trough of it- which long remained outside his home in Dorchester, Mass. Does anyone know of information, contemporary or later, which substantiates or adds facts to this story?

Query No. 148. A Double Headed Inquiry-from Winston Langdon, Hornersville, Missouri. Has any German author written up the German Sailing Vessels in a manner comparable to Lubbock and La Croix for their respective countries? Wanted - a check list of all six-masted vessels built on the Pacific Coast, and including those sixes rigged from wooden steamer hulls or conversion from ex steel sailers and barges.

THE WILD BOAT OF THE ATLANTIC

"I'm a sailor, said the old man, "I was once a packet rat,
I used to shake her topsails loose, and cheer, and wave my hat,
When we took the Dreadnought eastward. It's a long time since then,
And I'm the last hand living of the Wild Boat's sailormen.

"Aye, our Wild Boat was a beauty, such a leaping dancing flyer,
As would give a hard case packet rat his singing heart's desire.
Aye, our Wild Boat was a dandy, all the packets knew her well,
As her skipper drove her past them through the Western Ocean swell.

"Bully Samuels was her skipper, Bully Samuel's dead and done,
And there's ne'er a packet sailing on the western ocean run,
And the gulls are crying, lonely for the ships they used to meet,
For our Wild Boat that was smartest of the flying packet fleet.

"I'm an old man" said the sailor, "And my day is nearly over,
But I know the Wild Boat's waiting for a lad that used to love her.
When they've laid me in my coffin, when they've left me to my sleep,
I'll arise to steer the Dreadnought on her course along the deep.

"For the ghostly Wild Boat's sailing, though there's ne'er an
eye to see her,
And the lads that used to love her,hand her canvas still, and steer.
I can hear the Dreadnought calling to the last of all her men,
And I'm waiting" said the sailor, "Till I join my ship again."

Bill Adams

THE BILL ADAMS AWARD

After consultation with the Committee which the Nautical Research Guild selected as judges of the 1953-54 awards to N.R.G. contributors of articles, illustrations, etc., we have decided to take the entire membership into the work of obtaining modest prizes that will have a distinct value to our members.

Daniel Henderson, Chairman, has agreed to give out of his library these volumes:

His own three books, a cycle of maritime history of adventure:
The Hidden Coasts: A Biography of Adm. Charles Wilkes, U.S. Naval Explorer and Civil War Firebrand
Yankee Ships in China Seas: our pioneer merchant ships in the Oriental trade; (Hastings House, N.Y.)
From the Volga to the Yukon: the march of the czars across Siberia, and the United States's taking over Alaska. (Hastings House, N.Y.)
The White Continent: The Story of Antarctica, by Thomas R. Henry, Sloane,N.
Shipmasters of Cape Cod: a Chronicle of the Days of Sail, Henry C. Kittredge

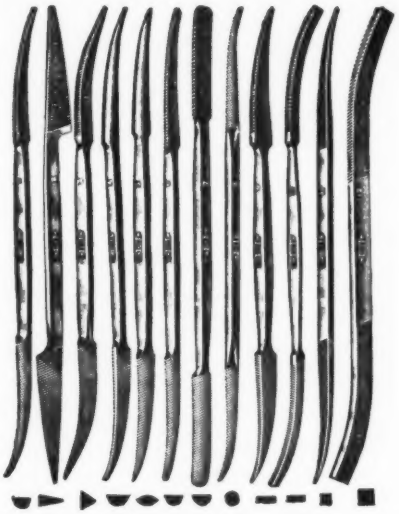
Harry Hamilton has agreed to give the following:

The Sailing Ship: A Study in Beauty, by Stanley Rogers (Harper & Bros.)
Barbary Wars: Personnel and Ships' Data (Government Printing Office)
Containing twenty folding plans.
Combined retail value of these books $24.50.

It is hoped that by November 1st, enough books, ship plans, curios etc., will be donated for the Guild to have a sufficient supply of gifts to be given as awards to the unpaid but deserving member contributors whose articles are voted the best of the year.

The Bill Adams Award will be judged on articles and materials published in the Nautical Research Journal from October 1953 to September 1954. The Judges of the Bill Adams Award. Daniel N. Henderson, Chairman; Frances Diane Robotti; Fred O. Lane; Harry Eckstein; Charles F. Davis.

Daniel N. Henderson, chairman



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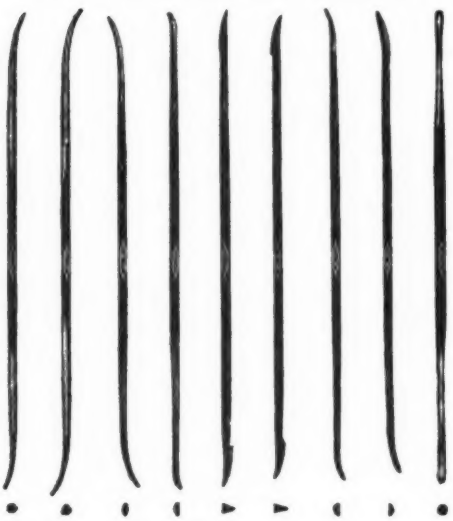
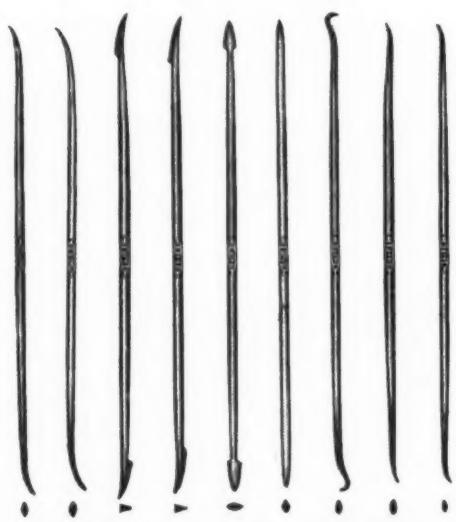


#331 Die Sinkers Rifflers



#332 Die Sinkers Rifflers

SHOP NOTE ON "SHIP BUILDER" FILES

By W. Sayles Nicholson

One of them reminds you of a button hook, and some of the others make you think of what the dentist has in his hand when he says "open a little wider please." But the tools you see in the illustrations are neither button hooks nor dentists' probes. They are Silversmiths Rifflers and Die Sinkers Rifflers, made by Nicholson File Company primarily for tool and die makers but enthusiastically adopted by model ship builders for a variety of delicate operations.

Basically, a Riffler is a double-ended tool having file teeth on each end. For the most part these working ends are curved or bent and have a variety of cross sectional shapes such as half round, triangular, knife, square and flat. They are designed for forming and finishing contours and hard-t-get-at nooks and crannies which are not accessible with other tools. These Rifflers are made in two different sizes. The larger size tools are called Silversmiths Rifflers. These are available in twelve different shapes and in two degrees of coarseness, namely, #0 cut and #2 cut. #0 cut, being the coarser, is used for rough shaping and stock removal of either wood or metal, while the #2 cut would be preferred as a smoothing or finishing tool. Each Silversmiths Riffler is $7\frac{1}{2}$" long, about 2" on each end having file teeth. The smaller type Rifflers are known as Die Sinkers Rifflers and are made in 18 different shapes and three different degrees of coarseness. These measure only $6\frac{1}{2}$" long and have smaller cut areas. In general they are much smaller in cross section than Silversmiths Rifflers and are finer and more delicate

Die Sinkers Rifflers, because of their size and variety, are probably more suitable for the model boat builder than the larger Silversmiths Rifflers. This is especially true for detail work on models in the 1/4" to the foot class. While the #0 cut can be recommended for rough shaping of wooden or plastic parts, the #2 cut is preferable for most jobs on fine grained woods. The #2 cut is also preferred for delicate shaping of metal parts as well, while the #4 cut, being the finest, will produce a good finish on any reasonably dense material.

You may purchase these files in an assortment of one each of the shapes illustrated or in any quantity of each shape. Since these tools are primarily distributed to industry, it is possible that the store you trade with may not have them in stock. The proprietor, however, can readily order them for you.

Use or Misuse of Nautical Language in Yachting Terms

by Richard C. McKey

Author of Some Famous Sailing Ships and Their Builder Donald McKay

Nautical Nomenclature, Keel Vs. Centerboard

Yachting never will be popular to the extent that other sports are, for the expense of owning and maintaining a yacht is beyond the average man's income; and, again, it cannot be indulged in by paying an "entrance fee", like baseball, horse racing, and many other sports. As a natural consequence, it is not surprising that few of the many who read "Yachting News" possess more than a slight knowledge of the component parts of a sloop, yawl, schooner or other sail carrying yacht or yacht racing manoeuvres, etc. etc.

Careless, reckless, ignorant writers in the past as well as at the present time have taken many liberties with yachting nomenclature (under the guise of nautical knowledge) in response to the suggestion - oftentimes, the commands of the City Editor to - "give us plenty of technique".

American newspapers and magazines should at all times use correct sea idioms and yachting terms, also applying same properly, eliminating from their columns those awkward efforts of "fresh" mariners that pervade the descriptive and other reports of regattas, and competitive yacht contests.

Many of the dramatic and tersely idiomatic words and phrases that strengthen and adorn modern English have been taken from the dialect of the sea. Beyond all doubt a liking for sea idioms is natural to a maritime people and their descendents. Upon this peculiar and inborn English trait however some modern writers presume too much when innocent of any and all nautical knowledge - they thrust in the face of an intelligent public their pretentious ignorance and stupidly corrupt neologisms. Words are signs of thought, philosophers say, but philologists tell us that a "polychromatic iridescence" plays around the meaning of some words, the charm of which is destroyed by any attempts made to define them.

In this luminous category may possibly belong those phosphorescent words and phrases that descriptive of the present yacht races are flooding the newspapers from the Atlantic to the Pacific. Very obviously any analysis or attempt thereat of this journalistic lingo must destroy the charm as well as the radiance of its conceptual nautical rainbows, some of which are: "She sailed a close fetch; footed faster; six knot gait; pulled like a house afire; both yachts flung about; did the rear act, etc. etc. "

Prominent newspapers often parade the fact that their "specials" (writers) are experts. Possibly they may be, in the editorial sanctum, - but, as it appears to intelligent people outside, the more expert the yachting monographer, the more delirious is the ignorance displayed. How could an expert "goose-wing"the sails of a yacht; and where Oh where! aboard a yacht did he ever hear the luff of a sloop's mainsail called the "forward leach"?

One of our foremost sporting magazines, in describing the once famous yacht RELIANCE, the first day she was under sail, wrote: "She took her foot in her hand like Bre'r Rabbit". Such comparison cannot be analogised.

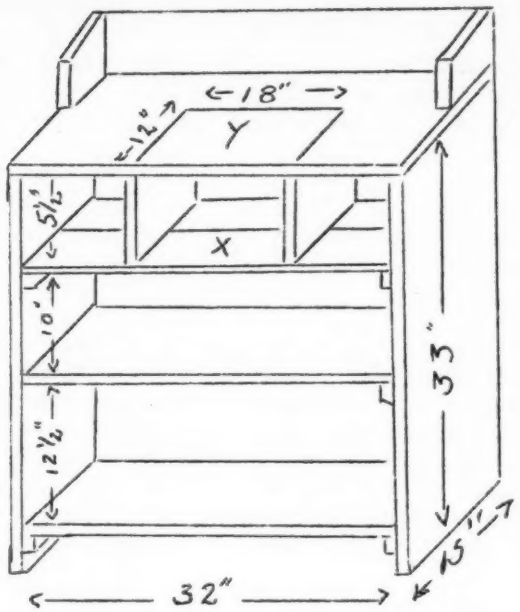
Today, every section of the country, on our inland lakes and rivers, as well as coastwise harbors and bays along the Atlantic and Pacific and Gulf of Mexico, the white wings of gull like sailing yacht, auxiliary motor or steam pleasure-boat show the wonderful progress of American Yachting, - a hankering after the "brackish tongue" and sea idioms is assuming an ascendency, natural, no doubt, to a maritime people and their descendents.

(Sailing Drifters, continued from page 139).

of equipment used on the boats. The thirteen chapters cover the history of herring fishing, the development of the lug sail, methods of capturing the herring and descriptions, with photos and drawings of all the many types of drifters used in the various fishing ports. All in all, the book is a very workmanlike job on this particular subject.

Mr. March is the author of "Spritsail Barges of the Thames and Medway", and also has a new book in preparation entitled "Sailing Trawlers".

TRACING READER AND REPRODUCER
from Edwin N. Rich



The combination bookcase and tracing reader shown was made of 1"x8" pine and stained mahogany. The shelf supports indicated serve to hold the side boards together.

Section "Y" may be constructed so as to be removable and replaced with plate glass. A lamp may be inserted in space "X" to provide light for tracing.

Principal dimensions are shown and construction details follow the standard built-it-yourself pattern.

Fastenings may be accomplished by using finishing nails and glue, or suitable length wood screws.

INTRODUCING NEW MEMBERS

Mrs. Lincoln Colcord, Searsport, Maine. Mrs. Colcord states her particular interests as follows: "Penobscot Marine Museum, in Searsport, Maine, and its relatively new Lincoln Colcord Memorial Library. Lincoln Colcord was one of the founders of the Museum in 1936, and its secretary until his death in 1947. I have followed him as secretary. My personal interests also center on the story of Maine square-rigged vessels as revealed in manuscripts, photographs, seafaring letters, shipmaster's charts, log books, and other documents. Altho this is a personal application, the Nautical Research Journal would be placed in the Museum Library which is primarily a research and reference library. Sea Experience: Besides many small boat cruises, We were fortunate to be part of the group sailing with Professor Samuel E. Morison of Harvard University on his first Columbian cruise to the West Indies in 1937."

Earl W. Korf, T.W.A. International Airport, Cairo, Egypt. (Airline Navigator.) "My first trip to sea was in 1923 as cabin boy aboard the barkentine Mary Winkelman which was wrecked in Samoa the same voyage. I am interested in sailing vessels of the clipper class. What happened to some of the last Star ships that sailed to Alaska during the twenties. Also Interested in sailing vessels in the sea going yawl, ketch class. Ambition is to sail around the world in 1958 in small auxiliary yawl, ketch, or sloop. Would like to read anything to assist me in planning such a trip."

Richard Thomas Wardle, 438 Park Road, Hockley, Birmingham 18, England. "I am interested in the late 18th and early 19th century naval shipping and actions, including the War of 1812 and H.M. and U.S. ships involved. Also collect lithographs, books, prints, and relics relating to this period."

John Joseph O'Donnell, 1541 East 61st Street, Chicago 37, Illinois. "My nautical interests are in acquiring and passing on to anyone interested, any information pertaining to sailing ships, everything from galleons to clippers. I am also interested in methods of more accurately building ship models. I look up from my work bench and count 13 beautiful pictures of ships, one more look around and I see no less than 7 ship models (three finished and four on the ways). Any member may feel free to call on me any time for advice, assistance or just to shoot the breeze".

John William Mitchell, 17007 South Denker Ave., Gardena, Calif. "Ship modeling and nautical lore. I am interested in modeling sailing vessels of the Great Lakes.

F. Sheldon Drew, 309 Main Street, Brockton 1, Massachusetts. "My interests are ship modeling and most anything of a nautical nature". Please note the query which Mr. Drew has given us on the ship BIRMINGHAM built at Bath on which his grandfather made a voyage to San Francisco in 1849.

H. Harrison Huster, 42 East Lane, Madison, New Jersey. "I collect all whaling articles made by the whalers. I do not collect the articles used by whalers. I am particularly interested in all whalebone,whale ivory, and walrus objects. I also buy whaling log books, pictures and books".

Captain Clarence E. Coffin, Jr., U.S. Navy, U. S. Naval Base, Long Beach 2, Calif. "I have considered specializing in Chinese River type junks - those of the Yangtze River. I have had three tours of duty on that River and have accumulated a few photos and the four volumes on Yantgze craft published by the Chinese Maritime Customs, prior to the communist coup: "Junks and Sampans of the Upper Yantgze", "Crooked Bow and Crooked Stern Junks of Szechuan" and Volumes I and II of "Junks and Sampans of the Yangtze". These four are probably the only authoritative books on the subject. I would be most interested in hearing from Guild members with other literature (in any language) on Chinese riverine craft".

Frederich A. Von Huene, River Road, Woolwich, Maine. "I began ship modeling in Germany. Upon arriving in this country, I enlisted the U. S. Air Force, where I have now the chance to do modeling on a small scale and am now working on the DAPPER TOM. Mr. Harbin showed me some of the Journals and I am very enthusiastic about your accomplishments and optimistic for the future of the Guild. I have done research in the National Museum and the Library of Congress and have found plans and books of great inspiration and am now trying to compile a list of books and plans of interest since 1750. I hope to be of assistance to the Guild.

Les Amis des Musees de la Marine, Palais de Chaillot, Paris (16e) Metro Trocadero Le Capitain de Vaisseau - R. Y. Delpeuc'h - Delegue General. We are very pleased to announce to the members that we have established an exchange membership with this world famous institution in Paris. We urge our members to subscribe to their beautiful magazines - the "Neptunia" and the "Triton" which is included with the subscription of the "Neptunia". True the text is in French, but as our Mehrel Shank says, "the pictures can be read in English". And there are many beautiful illustrations. The "Triton" is for the ship modeler and the illustrations are in perfect English. Foreign membership costs 200 francs which includes the "Triton" and the back issues for the current year.

Robert F. Butts, Jr., 704 N. Wilbur Av., Sayre, Pennsylvania. "I am an experienced cartoonist, doing research on ships and smaller craft of all types, preparatory to drawing a Sunday-page comic strip, in color, featuring ships and sea life. (On the order of Prince Valiant; Dick's Adventures.) Period approximately 1750. Caribbean Sea and Colonial American background. Mainly interested in British, Spanish, French, Dutch, Colonial-American ships, their armament, and costumes of their personnel. For my purpose I must be able to draw a ship from any angle, to give variety to my pages. I must also know it thoroughly, so as to avoid mistakes. I would like photos of models for my period, with idea of obtaining photographs of models from various angles. I can make my own prints if negatives are available; or develop and print myself. (Glad to furnish owners extra prints.) I am decidedly open to suggestions. Would like suggestions or a list of books, picturing contemporary models of my period, and museums where models of my era are displayed. Also interested in plans, sketches, books on model making and prints of the period.